received during 1985-86, 1986-87 and 1987-88 for setting up industries in various States and also the number of industries already set up by them upto the end of 1984-85;

(b) what is the number of such proposals cleared so far and the number of those which are pending clearance as on 31st March, 1988; and

(c) what are the reasons for the delay in their clearance?

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO): (a) to (c) The number of Industrial Licence applications received from NRIs during 1985 to 1987 and the letters of intent issued to them during the same period are as follows:

	No. of Industrial applications received	No. of Letters of Intent issued
1985	156	87
1986	98	33
1987	69	28

In addition to above, 45 letters of intent were also issued to them since setting up of the Special Approval Committee (NRI) in November, 1983 upto December, 1984.

Only 5 industrial licence applications from NRIs are pending decision in the Secretariat for Industrial Approvals. Out of these, three proposals have been recently received and the other two proposals are pending as a policy decision in the matter has to be taken.

Fake HMT watches in Delhi markets

1499. SHRI HARVENDRA SINGH HANSPAL: Will the Minister of INDUSTRY be pleased to state:

(a) whether Government are aware that unauthorised dealers are selling fake HMT watches in Delhi markets;

(b) whether the MRTPC has recently detected such unauthorised dealers; and

(c) if so, what are the details thereof and what steps are proposed against such dealers?

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO): (a) Yes, Sir.

(b) Yes, Sir.

(c) Action has been initiated under the MRTP Act against six watch dealers in Delhi and elsewhere for selling fake HMT Watches.

1500. [Transferred to the 17th August, 1988].

New export-oriented car by Maruti Udyog Ltd.

1501. SHRI D. B. CHANDRE GOWDA: Will the Minister of INDUSTRY be pleased to state:

(a) whether Government are persuading Suzuki Motor Company Ltd. of Japan for collaboration in Maruti Udyog Ltd. for the manufacture of new export-oriented car;

(b) whether any final decision has since been taken in the matter; and

(c) if so, what are the details thereof and by when production with Japanese collaboration is likely to commence?

THE MINISTER OF INDUSTRY (SHRI J. VENGALRAO): (a) Although the management of Maruti Udyog Limited has had discussions with Suzuki Motor Company with a view to exploring possibilities for increased exports of their existing 800 c.c. and the proposed 1000 c.c. 3 box cars, there is no concrete proposal for the manufacture of a new export oriented car.

(b) and (c) Do not arise.

Setting up of Kerala Special Refractories Ltd.

1502. SHRI M. A. BABY: Will the Minister of INDUSTRY be pleased to state:

(a) what are the problems for the setting up of Kerala Special Refractories Limited in Perumon, Kerala and what measures have been taken by the Central Government to tackle them; and

(b) for how long the proposal for he setting up of the unit has been ending with the Central Government for financial assistance and clearance and what are the details thereof?

THE MINISTER OF INDUSTRY SHRI J. VENGALRAO): (a) and b) The Kerala Special Refractories Limited were granted approval for he import of Capital Goods for a alue of Rs. 670 lakhs for the manufacture of various types of special refractories on 12-3-1986. Subsequently he company submitted another application on 30-4-1987 for permission for he import of further Capital Goods or a value of Rs. 1124 lakhs which as rejected on 29-10-1987 as the requisite details of machinery proposed o be imported, including literature/ atalogues etc. and certain other clarications called for by the Directorate eneral of Technical Development ere not furnished by the Company. owever, a revised application for the nport of Capital Goods has been reeived from the company which is eing examined in consultation with ie concerned agencies.

As far as the proposal of M/s. erala Special Refractories Limited r equity participation to the extent 30 per cent with SAIL is concerned ie same has not been found feasible. owever, the firm has again written the Department of Steel.

कोयले के उत्पादन की लागत कम करने के लिए सी० सी० एल० द्वारा सी० सी० बेल्ट का आरम्भ किया जाना

1503. **श्री राम अवधेश सिंह :** क्या ऊर्जा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि सेन्ट्रल कोलफील्ड्स लि० (सी.सी.एल.) कम्पनी लाई खर्च काम करके कुछ हद तक कोयला उत्पादन की लागत में कमी करने के उद्देश्य से गत दस वर्षों से काम कन्वेयर बेल्टों को लगाने के काम में लगी है ;

(ख) क्या यह भी सच है कि अब जब 15 करोड़ रुपये की लागत से ये सी०सी० बेल्टें पूरी तरह बन चुकी हैं तो सी०सी० एल० उसे तोड़ने के लिए करोड़ों रुपये की माग कर रही है ;

(ग) क्या सी० सी० एल० ने इन सी०सी० बेल्टों के निर्माण मे सेन्ट्रल माइन प्लानिंग ऐंड डिजाइन इंस्टीट्यूट लिमिटेड से राय नही ली थी ;

(घ) क्या सी०सी० एल० के प्रबन्धन ने निजी ट्रांसपोटरों को फायदा पहुंचाने और इस संबध में उनसे कमीशन लेने के लिए 10 वर्षों से इन सी०सी० बेल्टों के निर्माण में लगातार विलम्ब किया है; और

(ङ) यदि हां, तो सरकार ने इस नकसान के लिए जवाबदेह सभी अधिकारियों के विरुद्ध क्या कार्यवाही की है ?

ऊर्जा मंत्री (श्री वसन्त साठे) : (क) सेन्ट्रल कोलफील्ड्स लि० ने बोकारो कोलियरी मे कारगली वाशरी में कोयला ढोने के लिए एक क्राम कन्टरी कन्वेयर ट्रांसपोर्ट प्रणाली को सितम्बर, 1986 में चालू कर दिया था।

(ख) क्राम कंटरी कन्वेयर ट्रांसपोर्ट प्रणाली को 4.4 करोड़ रु० की लागत से पूरा किया गया था। एक खान के बंद कर दिए जाने के कारण फिलहाल एक अतिरिक्त बकर जोड़ा जा रहा है ताकि इस प्रणाली की लम्बाई में कमी की जा सके। इस प्रणाली को समाप्त करने क कोई प्रस्ताव नही है।

(ग) कन्वेयर बेल्ट प्रणाली के निर्माण के लिए परियोजना रिपोर्ट की तैयारी केन्द्रीय खान आयोजन एवं डिजाइन संस्थान लि० द्वारा की गई थी।

(घ) जी, नहीं। इस प्रणाली के निर्माण में हुए विलम्ब का मुख्य कारण था बेल्ट कन्वेयरों की सप्लाई मे विलम्ब का होना।

(ङ) प्रश्न नहीं उठता।